

This listing of claims will replace all prior versions, and listings, of claims in the application:

LISTING OF CLAIMS:

1. (Currently Amended) A fuel tank for a motor vehicle, comprising
means for delivering fuel from the fuel tank to an engine,
means for the introduction of air into and the venting of air from the tank,
a filler pipe having a closable intake end and an outlet end with a mouth opening into the interior of the tank,
at least one first valve disposed in the region of the outlet end of the filler pipe and adapted to sealingly close at least in relation to a fuel blowback, ~~and~~
at least one second valve which is disposed in the filler pipe at least in the region of the outlet end thereof and adapted for bridging over the first valve, and
a third valve in the form of a safety valve openable and closable in opposite relationship to the first valve.
2. (Original) A fuel tank as set forth in claim 1
wherein the second valve is a valve which is operable to open and close in the same direction with the first valve and which is adapted upon actuation to respond to a lower actuating force than the first valve.
3. (Original) A fuel tank as set forth in claim 1
wherein the first valve has a valve body and
wherein the second valve is disposed in the valve body of the first valve.
4. (Original) A fuel tank as set forth in claim 1
wherein the first valve is in the form of a spring-loaded non-return valve.

5. (Original) A fuel tank as set forth in claim 1

wherein the first valve includes a valve body having a passage therethrough and wherein the second valve includes a resilient plate member which in the non-actuated condition of the second valve closes the passage through the valve body of the first valve.

6.(Original) A fuel tank as set forth in claim 1

wherein the second valve is designed to be openable at a differential pressure with a fall to the interior of the tank of between about 5 and 20 mbars.

7.(Original) A fuel tank as set forth in claim 1

wherein the second valve is in the form of a safety valve which is openable and closeable in the opposite direction to the first valve.

8. (Original) A fuel tank as set forth in claim 7

wherein the second valve is in the form of a spring-loaded valve.

9. (Original) A fuel tank as set forth in claim 7

wherein the first valve has a valve body, and

the second valve has a valve body as a sealing seat for the valve body of the first valve.

10. (Original) A fuel tank as set forth in claim 7

wherein the first and second valves include a common valve housing and the first and second valves include a respective valve body, the first and second valve bodies being disposed in the common valve housing.

11. (Original) A fuel tank as set forth in claim 10

wherein the valve body of the second valve is of an annular configuration and in a closed position seals off an annular space between the valve body of the first valve and the valve housing, and

wherein the valve body of the first valve at least in the closure position thereof engages into the valve body of the second valve.

12. (Original) A fuel tank as set forth in claim 10

wherein the valve body of the second valve is of an annular configuration and in a closed position seals off a by-pass between the valve body of the first valve and the valve housing, and

wherein the valve body of the first valve at least in the closure position thereof engages into the valve body of the second valve.

13. (Original) A fuel tank as set forth in claim 10

wherein the valve body of the second valve is of an annular configuration and in a closed position seals off an annular space between the valve body of the first valve and the valve housing, and

wherein the valve body of the first valve at least in the closure position thereof extends through the valve body of the second valve.

14. (Original) A fuel tank as set forth in claim 10

wherein the valve body of the second valve is of an annular configuration and in a closed position seals off a by-pass between the valve body of the first valve and the valve housing, and

wherein the valve body of the first valve at least in the closure position thereof extends through the valve body of the second valve.

15. (Cancelled)

16. (Currently Amended) A fuel tank as set forth in claim [[15]] 1

wherein the third valve includes a valve body in the form of a sealing seat for the valve body of the first valve.

17.(Currently Amended) A fuel tank as set forth in claim [[15]] 1 including

a common valve housing for the first and second valves,
wherein the first and second valves have respective valve bodies arranged in the common valve housing.

18. (Currently Amended) A fuel tank as set forth in claim [[15]] 1
wherein the valve body of the third valve is of an annular configuration and in a closed position seals off an annular space between the valve body of the first valve and the valve housing, and

wherein the valve body of the first valve at least in the closure position thereof engages into the valve body of the third valve.

19. (Currently Amended) A fuel tank as set forth in claim [[15]] 1
wherein the valve body of the third valve is of an annular configuration and in a closed position seals off a by-pass between the valve body of the first valve and the valve housing, and

wherein the valve body of the first valve at least in the closure position thereof engages into the valve body of the third valve.

20. (Currently Amended) A fuel tank as set forth in claim [[15]] 1
wherein the valve body of the third valve is of an annular configuration and in a closed position seals off an annular space between the valve body of the first valve and the valve housing, and

wherein the valve body of the first valve at least in the closure position thereof extends through the valve body of the third valve.

21. (Currently Amended) A fuel tank as set forth in claim [[15]] 1
wherein the valve body of the third valve is of an annular configuration and in a closed position seals off a by-pass between the valve body of the first valve and the valve housing, and

wherein the valve body of the first valve at least in the closure position thereof extends through the valve body of the third valve.

22. (Original) A fuel tank as set forth in claim 1

wherein the outlet end of the filler pipe opens into the fuel tank above the planned maximum level of fuel therein.

23. (New) A fuel tank for a motor vehicle, comprising

means for delivering fuel from the fuel tank to an engine,

means for the introduction of air into and the venting of air from the tank,

a filler pipe having a closable intake end and an outlet end with a mouth opening into the interior of the tank,

at least one first valve disposed in the region of the outlet end of the filler pipe and adapted to sealingly close at least in relation to a fuel blowback,

at least one second valve which is disposed in the filler pipe at least in the region of the outlet end thereof and adapted for bridging over the first valve,

wherein the second valve is in the form of a safety valve which is openable and closeable in the opposite direction to the first valve,

wherein the first and second valves include a common valve housing and the first and second valves include a respective valve body, the first and second valve bodies being disposed in the common valve housing,

wherein the valve body of the second valve is of an annular configuration and in a closed position seals off a by-pass between the valve body of the first valve and the valve housing, and wherein the valve body of the first valve at least in the closure position thereof engages into the valve body of the second valve.